

Production and Output.

**COKE PRODUCTION
CURTAILED; ADJUST
OUTPUT TO MARKET**

**Furnace Interest Bears
Brunt of the Week's
Decline.**

CORPORATION STACKS DISABLED

Goes Into Open Market for Pig Iron
Because Furnaces are Out; Merchant Ovens Run as the Market Requires; Hostetter In Open Market

The anomalous situation of the furnace interests selling coke in the open market and buying pig iron in the same manner is the feature of the week, so far as the coke trade is concerned. The production of coke by

fell off 25,000 tons, while the Steel Corporation, according to The Courier's Pittsburg correspondent, has gone into the market for 10,000 tons of pig iron. This was obtained from the Midland furnace, an independent

The situation, unusual as it is, can be easily explained. The Steel Corporation furnaces have more coke than they can use. This is largely due to the fact that the furnace at Youngstown is shut down because of

The result has been that the furnace interest is curtailing its production. Nearly 1,000 ovens went out of blast.

Merchant operators continue to regulate their output by the market a hand. Prices are being upheld and

to the effect of the entrance of the Hostetter-Conneville Coke Company into the open market. Until its furnaces are again in need of coke, it will so dispose of its output. This will have a beneficial effect on the market.

Shipments continue to keep pace with the production. There was a falling off in both Pittsburg and western consignments during the

taking more Connellsville coke than heretofore. The increase is slight but decidedly encouraging. The Sackett plant of the H. R. Sackett Coke Company is again in the active list after having been out of commission for some time.

Production for the week totaled 369,476 tons, of which the furnace interest produced 222,667 tons and the merchant ovens 146,809 tons. This was a falling off of 27,141 tons from last week, the furnace production

tonnage, 209,853 tons were produced in the Connellsville region and 159,621 tons in the Lower Connellsville district.

The merchant interests ran virtually

On a five-day turn, the remaining one third being operated to full capacity. Of the 18,970 furnace ovens, 7,955 ran six days and 11,015 ran five days. Of the 11,653 merchant ovens, 10,13

Districts.	Cars.	Tons.
Pittsburg	3,457	117,681
West	8,112	211,115

Compared with the previous week this shows a falling off of 664 cars, or 28,954 tons. Pittsburgh shipments decreased 397 cars, while 309 fewer cars were sent west than the week previous. The eastern traffic, which has

The changes in ovens during the week resulted in a net loss of 575

The changes in ovens during the week were as follows:

Ovens blown in: Collier 60, Stan-

Sackett 30, scattering 23, total 323
The following ovens were blown out
Blair 50, Brinkerton 40, Central 30
Coalbrook 20, Continental (1) 30, Con-
tinental (2) 26, Crossland 20, David

Leisenring (1) 20, Leisenring (2) 20
Leith 14, Lemont (1) 21, Lemont (2)
20, Mammoth 50, Marguerite 20, Mor-
gan 12, Oliphant 30, Redstone 40
Southwest (1) 40, Trotter 44, United

Edenborn 20, Footedale 40, Leckron
27, Donald (1 and 2) 40, Plummer 12
Rose 15, scattering 17, total 999.

man is facing charges that he "cut
matches into the mines at Colonia

ANTHRACITE MINERS FOND OF HOLIDAYS: THEY ARE NUMEROUS

Nine Operators Reach Conclusion They Want Less Work.

TEUPS ARE SOMETIMES SERIOUS

On frequent occasions only few men lay off, but they tie up the collieries while they idle. Some of the layoff days always observed.

That the anthracite mine workers in northeastern Pennsylvania are satisfied with a certain annual income and that increases in pay mean less work per man, is the conclusion to which the operators have been forced by the present apathy of labor in that region. The public squares are constantly filled with mine workers who are taking a day off and it is confidently predicted that when this data is compiled by the Pennsylvania Department of Mines their annual average earnings for 1912 will prove not to exceed those for 1911 in spite of the 10 per cent increase granted last year.

In addition to their numerous holidays an approximate list of which is here printed for the first time, they have on the slightest pretext for staying away from work, and special "button strikes" abound. The holidays, some of which affect only a part of the labor, but many of which close down every mine in the region, are as follows:

New Year's Day, Feast of the Epiphany, Greek Christmas, Greek New Year's, Christmas Day, Lincoln's Birthday, Ash Wednesday, Washington's Birthday, St. Patrick's Day, Anniversary of the Eight-hour Day, Holy Thursday, Good Friday, Holy Saturday, Easter Monday, Good Friday, Ascension Day, Corpus Christi Day, St. Peter and St. Paul Day, Independence Day, Feast of the Assumption, Labor Day, Feast of the Nativity, Columbus Day, Michael Day, All Saints Day, All Souls Day, Election Day, Thanksgiving Day, Feast of the Immaculate Conception and Christmas.

COAL TRAFFIC OF FRISCO

Nearly three-fourths of a Million Tons Consumed in 1912.

In San Francisco, as in other cities of the Pacific Coast, the use of petroleum for generating steam by railroads and manufacturers has largely supplanted that of coal, which is at present confined almost entirely to the consumption for domestic purposes.

The total quantity of coal consumed in San Francisco and the neighboring cities on the eastern shore of San Francisco Bay in 1912, according to E. W. Parker of the United States Geological Survey, was apparently considerably less than 500,000 short tons.

QUITTS AUTO FIELD

American Locomotive Company Finds Profit Less Than Expected.

Not in years has the automobile world experienced a greater surprise than was occasioned when the American Locomotive Company, makers of Alco automobiles and motor trucks, announced that it has decided to discontinue the automobile department of its business.

FIRST AID TEAM SHINES

Connellsville Division Has One of the Best on B. & O. System.

The first aid team of the Baltimore & Ohio shops is becoming one of the most efficient primary relief organizations of the system. Under the supervision of T. J. Brennan, the force has attained a high efficiency rating.

ANTHRACITE MINING Steel Corporation Subsidiary to Test a New System.

The United States Coal & Coke Company, a subsidiary of the Steel Corporation, is arranging to install the O'Toole system of pneumatic transportation at its mines at Gary, W. Va. An electrically operated machine cuts the coal and drops it into a pipe and it is transported to the outside by a high velocity air current. The plant in question will have a capacity of about 450,000 tons a year.

This method of mining will make the operation of mining coal practically automatic. The problem of hand labor will be practically settled and strange to say the cost of the installation per ton capacity will be less than it is by the present method of mining. The cost of operation will be largely reduced, as the coal will all be mined and transported by mechanical power rather than hand power.

HOW SALES GROW

American Cars and Locomotives in Demand Abroad.

The sales of American locomotives and railway cars in foreign countries have been increasing steadily for the past five years, but the popularity of such rolling stock is confined almost entirely to Canada and Latin America. In a monograph on the foreign markets for railway supplies and equipment, about to be issued by the bureau of foreign and domestic commerce, it is shown that \$3,300,000 worth of railway cars sold to foreign countries during the first 10 months of the fiscal year, 1912, over \$1,000,000 worth were sold to Canada and the Latin republics.

During the same period \$1,300,000 worth of locomotives were shipped to Japan and Korea, but otherwise the markets for American locomotives have been limited to the American continent. The exports of electric cars have made a decided jump during the past year, but the increase is due principally to orders for more than \$2,500,000 worth of cars for Brazil.

STOCKHOLDERS INCREASE

B. & O. Now Has 14,114, Against 6,377 in 1902.

That the number of individual shareholders in American railroad companies is constantly growing is shown by the list which has just been compiled by the Baltimore & Ohio railroad for the purpose of dividend disbursements on September 1. The semi-annual dividend on Baltimore & Ohio stock will be paid to 14,114 holders of record on the books and these figures show an increase of 1,795 shareholders over the last dividend period, which was March 1, this year.

The number of holders this September will be more than double the number of persons whose money was invested in Baltimore & Ohio stock 10 years ago. In 1902 the names of 6,377 shareholders were on the books of the railroad company.

TO INSTALL ENGINE

Allegheny Steel Company Closes Down One Department.

The No. 2 department of the Allegheny Steel Company has been shut down to permit the installation of a new engine to drive six sheet mills. The last mill, open hearth department and eight sheet mills continue to operate. The installation will be completed in several weeks.

BUY COAL LAND

Pennsylvania is Interested in Virginia Proposition.

A coal deal involving the transfer of nineteen thousand acres in Augusta, Bath and Highland counties, Virginia, and Pendleton county, West Virginia, for the sum of \$320,000 was recently consummated. The purchasers are Philadelphia and Scranton capitalists.

INQUIRY IS HEAVY

The General Electric Company has sent out an inquiry regarding 50,000 tons of various grades of foundry and malleable pig iron for delivery over the last three months of the year.

TRANS-VIAL COAL OUTPUT

The coal production of the Transval for 1912 showed an increase over the previous year the figures being 4,771,520 tons, compared with 4,343,580 tons in 1911.

West Virginia and Maryland Coal Mines

Do you want to know about them? Location of every mine in these states can be secured from

G. B. HARTLEY'S MAP DIRECTORY OF MINES. Every coal operator in West Virginia and Maryland should have one of these maps for reference. Map and directory sent postpaid to any address for \$5.

Address:

G. B. HARTLEY, MORGANTOWN, W. VA.

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The Lower Connellsville District

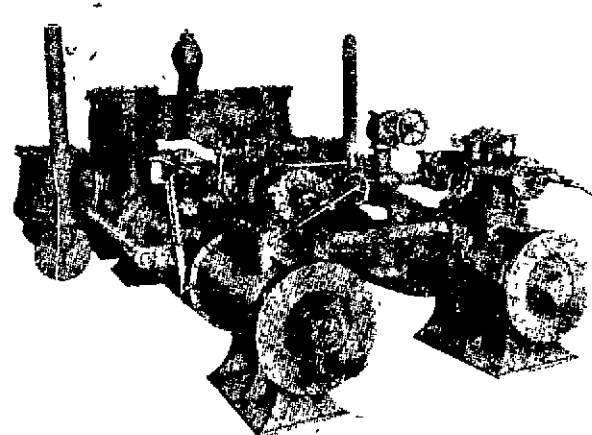
With Their Owners, Address and Ovens in Blast Corrected to Saturday, Aug. 23, 1913.

Total Ovens	No. Blast	Name of Works	Name of Operator	P. O. Address
400	1	Adair	Adair Coal Company	Uniontown
375	2	Allen	W. J. Allen	Uniontown
350	3	Alton	The Wilkey & Feather Coal Co.	Uniontown
325	4	Ames	Republic Iron & Steel Co.	Uniontown
300	5	Atchison	Bester Ridge Coal & Coke Co.	Uniontown
275	6	Bell	Bellvernon Coal & Coke Co.	Uniontown
250	7	Bell	Brier Hill Coal Co.	Uniontown
225	8	Bell	Browning Coal Co.	Uniontown
200	9	Bell	Brownsville Coal Co.	Uniontown
175	10	Bell	C. C. Frick Coal Co.	Uniontown
150	11	Bell	Burnside Coal & Coke Co.	Uniontown
125	12	Bell	Century Coal Co.	Uniontown
100	13	Bell	Champion Connellsville Coal Co.	Uniontown
75	14	Bell	South Fayette Coal Co.	Uniontown
50	15	Bell	H. C. Frick Coal Co.	Uniontown
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Connellsville Machine & Car Co.

MANUFACTURERS OF

The Lafayette Steam Pump



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Plants 2 and 3	Plants 1 & 2 and 3	Plants 1 & 2 and 3
Oliver & Snyder Steel Co.	Canadoe Coal & Coke Co.	Canadoe Coal & Coke Co.
Plants 1, 2 and 3	Plants 1, 2 and 3	Plants 1, 2 and 3
Austin Coal & Coke Co.	H. C. Frick Coal Co.	H. C. Frick Coal Co.
Plants 1 and 2	Torkun, Sheat and Bitum.	Torkun, Sheat and Bitum.
Plants 2 and 3	Struthers Coal & Coke Co.	Struthers Coal & Coke Co.
Smeltz	Fairbank Works	Fairbank Works

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300 OVENS. MONTHLY CAPACITY 50,000 TONS.

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OUR COKE IS OF HIGHEST QUALITY. ANALYSES FURNISHED ON APPLICATION.

As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

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Coke low in Sulphur and Phosphorus and of strong physical structure.

Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled thus eliminating by screening all dust and dirt.

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GRACETON, PA.

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

The Weekly Courier.

Entered as second-class matter at the postoffice, Conneltsville, Pa., May 1, 1890.

THE COURIER CO., Publishers.

H. F. SYDNER, President and Managing Editor.
J. M. STIMMELL, Secretary and Treasurer.

Office, The Courier Building, 127 1/2 W. Main Street, Conneltsville, Pa.

SUBSCRIPTION: WEEKLY, \$1.00 per year; 5c per copy.

ADVERTISING: DISPLAY—One cent per word. CLASSIFIED—Ten cents per line. READING NOTICES—Ten cents per line.

LEGAL—Ten cents per line for first insertion, and five cents per line for each additional insertion.

THURSDAY MORNING, AUG. 28, '13.

TWO POINTS IN ONE RATE CONTROVERSY.

Cleveland Daily Iron Trade.

Two points are beginning to come to the surface out of the welter of carrying charges from lower lake ports to various consuming centers in the middle west. For instance, it is clear that the Wheeling & Lake Erie railroad intends to throw Steubenville and Mingo Junction, O., into a "new Beaver district."

The other point seems equally clear that the Pennsylvania line proposes to maintain the \$3-cent rate to Pittsburgh and Wheeling districts, for rates have been cut down to Johnston and Josephine, Pa., 8 cents a ton, this being the exact rate (but not the proportional) of the enforced reduction in the Pittsburgh rate.

Many theories are being propounded regarding these new rates to the Wheeling, Pittsburgh, Beaver, Johnston and Josephine, which became effective last Friday. Every move made on either side of the railroads or of the pig iron makers in the affected districts portends some of the liveliest hearings imaginable the coming winter before the Interstate Commerce Commission.

The complaints of the Wheeling Steel & Iron Company, and the Pittsburgh Steel Company, when brought before the commission for hearings, will no doubt bring out for settlement numerous points. The question is raised as to whether the \$3-cent rate to the Wheeling district, under the new tariff, will stand while the rates to other Ohio districts are maintained. Then, too, rises the question as to the size of the rates to the Mahoning and Shenango valleys.

Considerable comment has been made upon the visit of railroad officials to see Chairman Clark of the Interstate Commerce Commission.

The Pennsylvania railroad naturally would like to establish the same rate to Steubenville and Mingo as a competing line because these two points have furnaces with a capacity for consuming annually 1,500,000 tons of pig iron. It looks as if the Wheeling & Lake Erie has thrown its hat in the ring for a brisk fight.

It has been pointed out in the reduction of 8 cents a ton in rate from Ohio ports to the Beaver, Johnston and Josephine districts, voluntarily made, that the rate was expected. Nevertheless it seems to have created something of a sensation.

These tariffs to Johnston were filed with the Pennsylvania company and the Baltimore & Ohio, showing a net direct rate to Johnston of \$1.02.

The reduction to Josephine was made by the Pennsylvania, the only line originating this traffic from Ohio ports, which serves Josephine.

The new rate is 9 cents. This tariff, however, as has been stated, is merely a paper rate. The great majority of tonnage moving to Josephine goes by the Buffalo, Rochester & Pittsburgh, which has a direct rate of \$3.00 from Buffalo, this rate being in effect on December 11, 1911. The Johnston rate, though, means a reduction for consumers in that district, among them being the Cambria Steel Company.

No important move in the rate controversy seems likely however, until the members of the Interstate Commerce Commission assemble at Washington on September 15.

ENGLISH WAGE WORKERS.

Pittsburgh Gazette Times.

Recently in these columns comment was made on the report of the British Board of Trade, a government body, showing that for 9,000,000 of the population of England and Wales receiving incomes of \$1.45 a week or less the cost of living has increased about \$1.10 a week in seven years. The maximum income of persons of this class is a very small one upon which to sustain life, but that is not the worst of it. For it must be remembered the wage is that of the head of a family with dependents in most instances.

True, other members of such a family will be wage earners, but the combined incomes will be no princely sum. How life can be maintained upon it, to say nothing of wages less than \$1.45 a week is a problem which American workers should be glad they are not under the necessity of solving.

An increase of \$1.00 a week in the cost of food is a serious matter for persons of earnings so small. The percentage increase has been 11.5 off by an average wage increase of only 3 per cent, a net disadvantage of 11.5 per cent.

How does this large proportion of people of England and Wales make ends meet? The report of the Board of Trade is that they "people have been able to meet the advances only by reducing consumption."

This is an official statement of conditions in a country which rejects absolutely the principle of the free market contrast with conditions in the United States, not in the matter of the increased cost of food, but of the wages paid with which to satisfy needs in the face of generally advancing prices.

Modern Inventions---The Speed Limit

By GEORGE FITCH.

Author of "At Good Old Slawish."

The speed limit wasn't invented until recently because there wasn't any need of it. What the world was most anxious to obtain was some thing which could go by an ice house without racing with it for half a day.

When the country was young, bridal couples used to start out from Cincinnati for the far west and stop in Ohio to put their children in school.

Scientists put cow catchers on the early trains but even this didn't help. The cowboys kept ahead of the trains with ridiculous ease.

When Pullman ran the first steamboat and speeded it up to seven miles an hour, people grew pale and whispered, "What if we also, have had increased cost of food, but the protective policy, which is now assailed in Congress, has enabled our people to amply fortify themselves better against it."

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the friction should ignite the hull?"

In those happy days people didn't worry about velocity. But later on when man began to burn incandescent bulbs through the atmosphere and to erode the earth because its running schedule around the sun hasn't been shortened in ten billion years, the speed limit was hailed as a great boon.

Man is still allowed to travel 50 miles an hour by the golden rule of the law. But when he drives a two-ton automobile through a business street and whatever happens to be on it, at the rate of 40 miles an hour and 50 cents per hour, he is jerked up and down \$1.50. That is, if he is foolish enough to come back when he is called.

The speed limit is the speed at which an automobile driver can be caught. As long as he exceeds this speed he is perfectly safe. But only a foolish man will drive 40 miles an hour through a crowded street when his motor cycle can do 50.

When the police were armed with electric twenty-five miles an hour and lower marked as well as other away with it. But lately the police have gotten so agile that no one can drive below 15 miles an hour without getting ignominiously jerked to jail.

In the interests of humanity the speed limit ought to be reduced by a number of miles per hour.

When the police on a city street at 10 miles an hour and life would become much sweeter for the worried pedestrian.

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LITTLE CHILD SAVES MOTHER AS REJECTED SUITOR SLASHES HER

**Battles With Man as He Tries
to Cut Her Throat
With Razor.**

George Snyder is Alleged to Have Made a Murderous Attack Upon Woman Who Rejected His Atten-

Attempting to murder Florence La-
rge as she slept, George Snyder, a re-
fected sailor, was joined by the wom-
an's little girl who troggled with the
crazed man until Andrew. Hall, a
first War veteran who lived in the

[illegible]

man. "Everyone in the house was asleep, but the little girl, sleeping with her mother, saw the man's approach. She saw the flash of the razor and screamed. At the same time she grappled with him. In spite of her efforts, Snyder succeeded in inflicting the fatal wound upon the woman who had saved him, but by that time Andrew Hall, an aged man, reached the room and grappled with the man. There was a struggle, in which the man was overpowered. He then escaped."

Both Hall and Miss Largent made a statement against the man and Constable E. A. Jackson of Okhopepe heard the man for him today. The hearing was held at Okhopepe and Snyder, or Dunbar, or the man at Okhopepe for sometime past, but nothing is known of his previous residence or connections.

38 VETERANS DIE

That Number Has Answered Final Rollcall Since Last Reunion.

SMITHFIELD, Aug. 27.—According to a list compiled by Evans Rush of Scotland 38 comrades of the Plymouth County Veterans Association have died since the last reunion held last September. The list are as follows: John Keel, Edwin Thirkield, Hugh Keen, John Smith, Jacob Means, John R. McCre, Kenneth Aikin, Warren S. McCormick, Samuel C. Baker, Isaac Golden, Benjamin F. Newcomer, D. B. Swaney, Edward Campbell, Levi

Stanton, Charles, Thomas, Daniel, Shap-
cott, Stewart, Thomas, Irwin, J. P.,
Kellatt, Frances Morrison, Hazy, S.,
Walt, Harvey D. Zerk, Andrew Mc-
Cormack, Ralph M. Boyce, J. B. Mc-
Cormack, H. G. Linn, Samuel Prosser,
Henry Williamson, J. C. Crow, Captain
W. Logan, J. B. Leach, Charles King,
Milton Collins, James Hiles, George
W. Cummings and Cole J. Coker.
We are knowing of any other who
have died or may die between now
and September 20, the date of the next
meeting, will please inform J. B. Mc-
Cormack, the name, company and regiment
and date of death to E. H. Rush,
Centinella.

MCINTYRE-ADAMS

Well-known Young People Marry at
Wedding Today.

A pretty wedding was solemnized at
the St. John's Episcopal Church, Roman
Catholic Church at 12 o'clock on Sun-
day morning when Miss Rose McIntyre be-
came the bride of Thomas A. Adams,
both of the young people are 24
years of age. The bride was born in
a Baltimore & Ohio train dispatcher
office until recently Miss McIntyre
was employed in the store of the
well-known department store. She is a
daughter of Mrs. John J. Doyle of
Centinella.

The ceremony was performed by

Mr. Father J. J. Gleason, vicar of the St. Mary of the Immaculate Conception church, while the priest was attending to her sister, Alice Achtes Nehters, the wedding took place at 2 o'clock, and the newlyweds departed for Atlantic City and the east where they will spend their honeymoon.

TWO FIRE ALARMS

Two-thousand Dollars Damage Done to Residence of Michael Capin.

A Fire of unknown origin damaged the house of Michael Capin to the extent of \$1,000 Tuesday at 9 o'clock. All members of the family were awake and the alarm was given in from Box 1 by a passby. The roof was damaged by the fire department, arrested but the efficient work of Chief Joseph Melnick and his assistants brought the blaze under control. Work of the

Smoke damaged what the fire did not reach. The house was owned by Dave Cohen and was insured. At 11 o'clock another alarm was sent in Capin who thought the fire had broken out again, but when the fire truck arrived there was no sign of a blaze.

If so advertise it in The Weekly Courier.

NEW COAL COMPANY FORMED BY MERGER OF TWO CONCERNS

Connellsville Coal & Coke Company to Operate Three Plants.

JOS. R. BAILEY WITHDRAWS

Pittsburg Steam Coal Company, With Operations at Opelika and Montana, W. Va., and Stoner Coal Company of Alverton, Have Offices Here

The Stoner Coal Company and the Pittsburg Steam Coal Company have been merged under the name of the Connellsville Coal & Coke Company. An application for a charter will be made in Harrisburg this week.

With the exception of J. R. Bailey of Fairmont who is secretary and manager of the Stoner Coal Company, all of those interested in the two firms will hold their stock. Mr. Bailey disposed of his holdings to W. D. McGinnis, who was president of the Stoner Coal Company.

The consolidation is expected will give the joint company a better opportunity for expansion. With two plants one at Opelika and the other at Montana, W. Va., with a maximum production of 1,000 tons per day the Pittsburg Steam Coal Company has been doing an excellent business.

While the operations of the Stoner Company was not quite so extensive the Stoner mine at Alverton near Scottsdale now has an output of 500 tons daily.

The Pittsburg Steam Coal Company recently installed several thousand dollars worth of new machinery which will handle adequately the output of the mines for some time to come. The company has 100 acres of coal.

In addition to shipping coal the company will make coke. Twenty ovens at the Elsiebeth plant at Montana will be added to the main office of the company will be in this city. A meeting is to be held within a few days when officers will be elected.

ARMOR PLATE CHEAPER

Real Competition Develops for Battle Ship Contract.

WASHINGTON, Aug. 23.—A contract for 2,000 tons of armor plate for the Pennsylvania the newest American dreadnought now under construction was awarded by the Navy Department today to the Carnegie Steel Company of Pittsburgh at \$13.01 per ton a reduction of \$6.94 or 35 per cent over the last accepted bid for this material. The Carnegie company which never before has sought a large government contract and the Carnegie Steel Company were the only bidders. The Carnegie bid was not made public.

Secretary Daniels attributes the saving of \$137,251 to the government on this contract to the action of the "fate" of establishing a naval armor plate factory.

Real competition developed for the first time in years. This, however, will not interfere with Secretary Daniels' determination to press upon Congress the government owned plant plan.

PEAT PRODUCTION SMALL

Figures of U. S. Geological Survey Show Little Progress in 1912.

While the United States is the richest country in the world in the deposits of peat, little active work is done in mining or distilling it and so far as is known very few of the peat fuel plants established have gone beyond the experimental stage and many of them have never been equipped with essential machinery.

Reports from all known peat fuel plants in the United States according to an advance chapter from Mineral Resources 1912 on the production of peat in 1912 by Charles A. Davis show that with one exception they were idle during the summer of 1912. The only plant reporting production made air dried cylindrical peat blocks which when thoroughly dried were about 6 inches long and 2 inches in diameter dense and hard and stood handling well. The output of peat fuel was reported as about 1,200 tons valued at \$4,500. All this peat was sold.

CONTRACT PLACED

Award on Syracuse Works. Bid on Other Projects.

The McIntire Construction Company has been awarded 1,800 tons of structural steel for a boiler plant for the Seneca Falls Company at Syracuse, N. Y. The bid was going in this week on 1,200 tons for an office building for the Navy Department at Washington and on 1,000 tons for the Commercial Trust & Savings Bank at Memphis, Tenn. Action on 900 tons for the New Haven Conn. postoffice is delayed.

The Pennsylvania railroad has a number of new bridges and has not yet decided on tons for a train shed at Baltimore. The Norfolk & Western is looking into a power house. About 400 tons for bridges in Philadelphia are erected jointly by the city and the Reading railroad and are still pending. There are pending 1,000 tons for traction car barns at Vancouver, B. C.

NEW MINE OPENED

First Coal Is Taken from Carnegie Operation at Charlevoix.

With an up to date steel tipple just completed the first coal was run at the Carnegie Coal Company's new plant today. Two hundred men will be employed at the outset but it is expected that by the first of September 300 men will be employed. This will be the first time the mine has been in operation for three years.

The Carnegie Coal Company bought the plant from the Charlevoix Coal Company the first of this year paying for the 2,000 acres then purchased approximately \$1,500,000.

WEST PENN ELECTRICITY IS IN DEMAND FOR INDUSTRIES

Current Will Furnish Power for the New Mills Soon to Be Operated at Wilkeson.

Of interest both in financial and industrial circles yesterday was the announcement that the model cold rolled strip steel plant of the Wilkeson Steel Company at Wilkeson, W. Va., is practically completed and will soon be placed in operation. The equipment includes 16 cold roll mills of three sizes, 12 and 16 inches and 750 such stripping machines as are immediately required. The building has ample space for duplicating the present equipment. The plant is to have electric drive for all its mechanical operations. Current is to be secured from the West Penn Electric Company, the high tension transmission lines of which have been extended from the company's substation at the Bonld to Wilkeson. Wilkeson forms a junction point of the transmission system in the Pittsburgh district.

The extension to the Wheeling district. The Wilkeson Steel Company has installed two 1,000 horsepower maximum rated motor generators to convert current drive has been selected in order to secure flexibility in steel variation which is an important factor in the cold drawn process.

Another manufacturing establishment recently connected with the West Penn electric service is the West Lechburg Steel Company. This company operates an open hearth furnace and a hot roll plant its present product being cold roll steel bands. The hot mills at this plant are steam driven but it is considered only a question of time when it will be provided with electric drive.

The number of companies in the Washington, McConnico, New Kensington and Lechburg district using West Penn electric current has been rapidly increasing. The estimated total revenue from new business added to the lines in these districts during the year ending August 1 exceeds \$1,000,000 of which four coal companies and three steel companies contribute practically \$800,000.

CANADIAN STEEL

Pig Iron for First Six Months of 1913.

The production of pig iron in Canada in the first six months of 1913 according to reports compiled by the American Iron & Steel Institute was 2,125,715 tons, compared with a production of 2,125,715 tons in the corresponding period of 1912. The production of basic pig iron in the first six months of this year was 2,125,715 tons, compared with 2,125,715 tons in the corresponding period of 1912. The production of foundry pig iron was 125,715 tons in 1913 compared with 125,715 tons in 1912.

On June 30, 1913, Canada had 29 completed blast furnaces of which 19 were in blast and 7 were idle. Two furnaces were building at the end of a half year. One entirely new furnace, the No. 10 coke furnace of the Dominion Iron & Steel Company was completed within the six months period.

The production of all kinds of steel ingots and castings in Canada in 1912 was 853,031 tons, compared with 780,871 tons in 1911, an increase of 82,160 tons. The total production of all kinds of finished rolled iron and steel in the Dominion in 1912 was 851,441 tons, an increase of 79,000 tons over 1911 and the largest output in the history of the Dominion. Of this total 221,100 tons were steel compared with 210,441 tons of steel in 1911. The rail output of 1912 was 422,335 tons, compared with 380,441 tons in 1911.

In 1912 Canadian mills produced 28,100 tons of castings and 28,100 tons of castings. The output of castings in 1912 was 28,100 tons, compared with 28,100 tons in 1911. The output of castings in 1912 was 28,100 tons, compared with 28,100 tons in 1911.

Recent contracts for the Pennsylvania and West Penn steel companies have been of the same general character. Some heavy building of rails for next years delivery is expected within the next 60 days.

Have You Got Land for Sale? If so advertise it in The Weekly Courier.

A \$100,000 LUMBER COMPANY FORMED BY CONNELLSVILLE MEN

They Will Develop 2,800 Acres in the Ligonier Valley.

WORK TO START IN A MONTH

Stuckels and Bailey Incorporated in Company for Which Incorporation is Asked. Good Shipping Facilities. Make Marketing of Timber Easy.

A \$100,000 company has been organized here for the development of 2,800 acres of timber in the Ligonier valley. Application was made Friday at Harrisburg, Pa., for a charter and the company will be ready for business within the next four weeks. The concern will be known as the Ligonier Lumber Company. J. N. Stuckels, Jr., of Conneltsville and Otto Stuckels are the principal stockholders, together with A. W. Scott of Indiana.

The company owns one of the largest tracts of timber land in the Ligonier valley. It consists of 2,800 acres located three miles north of Ligonier. The Ligonier Valley railroad is only a short distance off and shipping facilities are convenient.

Operations will be carried on by Mr. Scott, a practical lumberman, who has been made the manager. He will likely be elected president if the company is organized.

The estimated footage in the tract is 600,000 ft. of 15,000,000 ft. of lumber in principal species of oak and poplar.

The company has a ready market for all of the timber that can be produced. It is only a short distance off and shipping facilities are convenient.

Mr. Stuckels, Jr., of Conneltsville, Pa., is the manager. He will likely be elected president if the company is organized.

The company has a ready market for all of the timber that can be produced. It is only a short distance off and shipping facilities are convenient.

Subscription for The Weekly Courier: \$1.00 a year in advance.

EMPLOYEES OF B. & O. URGED TO AID SAFETY CAMPAIGN

General Committee Conducts a Big Meeting of Employees Here Before Going to New Castle.

Asking the cooperation of its men in helping up to the road's safety, the Safety First committee of the Baltimore & Ohio Railroad today addressed a large gathering of employees at the railroad shops. Division Superintendent C. J. French gave a brief talk and John Hall of Baltimore and others.

Following a conference with the division safety committee in Superintendent French's office the visitors inspected the yards before attending the employees meeting. The condition of them was their approval and few suggestions for betterment were offered.

Carelessness was criticized by all of the speakers who emphasized the importance of safety. One instance cited by one of the committee men during his visit was that of a brakeman who fell a few days ago while sitting on a sight of way. When he was taken to the hospital he was on the way to a hospital where he died.

One of the improvements recommended by the committee which will be welcomed by employees is provided for the reduction of foot paths on railroad bridges of the division.

RAILS

40, 56, 60, 70, 75, 80, 85 and 90 lb.

Relaying Rails

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New Steel Rails

These rails are in stock at our Pittsburgh yards and can be shipped immediately. Also second hand rails in stock cut any length needed for building and contract work.

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MY PATENT SEARCHES

include the usual search of the Patent Office records as to Patentability and an opinion based on 20 years Mechanical Engineering Experience as to the practical merits of the device, and the probable chance of its commercial success if a Patent is secured—all for \$10.00.

Three out of every four inventions are not worth patenting—if you want to know why write or phone at my expense (Cost 350 (day)—Highland 2001-J (evening).

References: Germania Savings Bank, Pittsburgh, Pa. The Courier, Conneltsville, Pa.

Walter W. Macfarren,

Mechanical Engineer & Solicitor of Patents, Bessemer Building, Pittsburgh, Pa.

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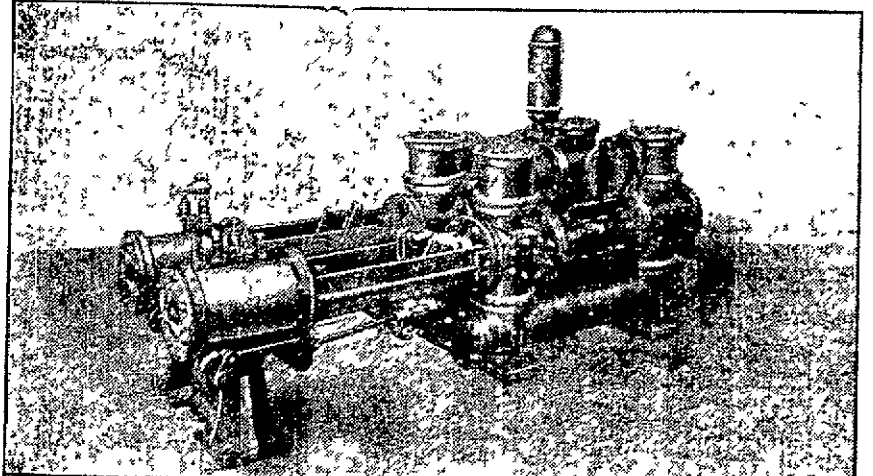
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We manufacture none but the highest grade machinery using only the best materials to be found in the market in its construction. We are also prepared to accurately duplicate promptly any part of any of our machines. Your inquiries will receive prompt and satisfactory attention.

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EFFICIENCY AND ECONOMY.

(PATENTED, DECEMBER 3, 1912.)

Low Cost.
Minimum Repairs.
Nominal Royalty.
Scientific Principles.
Suits Any Oven.
Saves Labor.
Saves Expense.

No Coke Oven Door is correctly designed unless the brick can freely expand and contract under wide variations of temperature. ANY DOOR HAVING THE ABOVE FEATURE INFRINGES ON THIS PATENT.

The inventor offers for sale the right to use his invention on the payment of a small license fee. Operators will build their own doors, selecting their own materials. The door and the right to use it COST LESS THAN OTHER DOORS.

The Acme Door is not a THEORY but a FACT, it is not an EXPERIMENT but an EXPERIENCE. It has been thoroughly tested by Two Year's Practical Use.

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